

A WAR ON THE RIVER.

The Long Threatened Trouble at Steubenville, Ohio, IS BEGUN IN DEAD EARNEST.

Two Boats Crash into the Pan-Handle's Temporary Bridge—Sixty Pits Broken off—A Matter for Government Interference.

STEUBENVILLE, Ohio, July 22.—As has been anticipated for the past week, the Pan-Handle Railroad Company and the Ohio river steamboatmen collided this morning. The railroad company recently received permission from the Secretary of War to close up the channel of the river at the Steubenville bridge for the purpose of replacing the channel span. The river men appealed in vain to the Secretary of War to have the permit revoked. When the coal fleet arrived at the bridge this morning they found the channel almost entirely filled with heavy piles arranged in bents. There was a short consultation and then without advising the men at the channel the coal boat *Advance*, with three barges abreast, came full speed upon the pile line, breaking down twenty-five of them, breaking the pile driver barge loose from its moorings and badly damaging it. The men on the barge had a narrow escape from being drowned under the tow, and the work was immediately suspended.

BOTH DETERMINED.
Hardly had they time to recover from their escape when the Pacific tow boat came down by the same route and took away five more of the piles, leaving over half the channel clear for the following day. Immediately after this the railroad ordered the construction of large piers upon which the bridge would be effectively closed. The coal fleet determined to enforce their rights, and the outcome will create intense interest along the Ohio and among river men generally, as the serious trouble threatened will demand the interference of the government to settle the matter.

THE WORK INTERRUPTED.

This evening's *Herald* says: At this time there were fifteen boats within a stretch of a mile of the river, and the scene from the channel span of the bridge was very lively. Between Brown's Island and the bridge the boats had evidently divided their tows, as none of them had more than three barges, the large boats waited in the neighborhood of the little until the small boats brought down the tows and made them up. The *Belle Prince*, E. H. Pierpont, M. McGowan, John Mores, John Penney, Bennett, Alarm and *Pawlight* were during the latter and clustered around the river, and the men at work on the bridge abandoned everything by order of their foreman until he received instructions from headquarters. The men who were to work the lock back to the channel will be necessary to redivide the broken piles. Some idea of the force with which these boats struck the piles may be had from the fact that ten of them all in a heap offered no resistance to the towboat, which passed along as though the big logs were straw.

ONLY BEGIN.

The trouble has evidently only begun. There was certainly a collision among the steamboatmen to make a channel by the regular route, although it will probably be claimed that the pilots lost control of their boats and had to crash through the piles at great risk. Upon the river, the men at work on the bridge which the rivermen are disposed to respect and it is said if any of the boats had sunk during this morning, the railway company would have been responsible for the loss on account of the destruction of the bridge. The pilot of the *Advance* claims to have thought that he could get the boat through the channel on the east side of the piles, but afterwards saw that there was a pile in the way and he made up his mind to run the risk of striking the piles. There is scarcely any excuse for the pilot of the *Pacific*, as all appearances pointed to his determination to knock down as many piles as possible. The two boats broke down six of the piles, but the stumps are in such shape that it wouldn't be safe for any boat to pass up the river until a snag boat has pulled them out.

DUTY ON WIRE NAILS.

The Department affirms the Decision of the New York Collector.
WASHINGTON, D. C., July 22.—The Treasury Department is in receipt of an appeal from Henry W. Peabody & Co., for being assessed a duty of \$20 per ton on a certain so-called "New Zealand flax fibre," imported at Burlington, Vt., and claimed by the appellants to be suitable at the rate of \$18 per ton. The claim of the appellants is sustained by the Department, the goods in question being made under the provisions for flax and other vegetable substances.

The Department has affirmed the decision of the Collector of Customs at New York, in assessing duty at the rate of four cents per pound on certain nails imported and claimed by the appellants to be dutiable at 14 cents per pound under the schedule for "cut nails and spikes, of iron and steel." From the decision of the appraiser it appears that the goods are what are known as wire nails, and are dutiable at the above rate (4 cents per pound) under the schedule for such.

Cabinet Gossip.

WASHINGTON, D. C., July 22.—Secretary Proctor left for Vermont at 11 o'clock this morning for a short vacation. Chief Clerk Tweedle was designated Acting Secretary of War in his absence. This leaves the State, War and Navy building without duty, but Secretary Tracy is expected to return to-morrow. Secretary Proctor will probably be gone two weeks. His next leave will occur in the latter part of August, when he will attend the encampment of the Vermont militia, being August 22, the date of the muster at the reunion of the Fletcher family in Tremont Temple, Boston, August 28. This will be a reunion of the descendants of Robert Fletcher, who arrived in this country in 1630 from England.

Hippolyte's Movements.

NEW YORK, July 22.—The captain of the *Alta* line steamship *Alene*, brings the news that on July 11 Hippolyte attempted to take the *Alta* to Port-Au-Prince. On the twelfth instant, also made several attempts, but was repulsed. Hippolyte was subsequently repulsed to Croix-Des-Bouques, a point about nine miles from Port-Au-Prince, where he is now encamped.

MR. POWDERLY EXPLAINS.

John Devlin Tells About the Sunday Meeting—The Action of the Board in the Matter.

CHICAGO, July 22.—No session of the Knights of Labor board was held this afternoon, the members separating as usual to visit their private homes. Mr. John Devlin, who was engaged in several local conferences with different individuals, Messrs. Devlin and Hayes visited the Seamen's Union.

The members of the board are not much satisfied with the reports of the Sunday evening meeting at the bricklayers' hall. "This meeting," said John Devlin, of the board, "was called by our board for the purpose of explaining all points concerning the strike to the members of the board. It was called to order and it was found that none but members were present. Mr. Powderly explained the purpose in calling the meeting, and said that he was prepared to answer all questions about either the strike or the action of the board. He asked that if each explanation did not give complete satisfaction that those dissatisfied should express themselves. He spoke of a score of things, and to each there was an answer from the board."

"Mr. Powderly explained to the meeting his famous order instructing the strikers of 1880 to return to work or forfeit their charters, and how it was all the result of Barry's failure to carry out the instructions of the General Assembly."

"Mr. Powderly told the meeting that it was the General Assembly in session at that time at Richmond, Va., that moved first in the matter. A delegation from the strikers asked the assembly to act for them, and in response to the request Barry was sent to Chicago to adjust matters if possible, but under no circumstances to bring the order into the matter."

Barry went to Chicago, and in two weeks came to Philadelphia, where he was in session, and told us everything that was satisfactorily adjusted. Two weeks later, the board having adjourned and separated, he telegraphed to me at Steubenville, that the men were again out. It was some time before I received the message until a week later, and then, as that was all the information I had and Barry, the delegate, had formally reported to us that matters had been adjusted, I had no choice but to conclude. That was that the men had broken faith with the packers. Believing this, I ordered them to work."

"Afterwards I learned that Barry had not arranged matters permanently, and that the men were again out. I was then in session for two weeks. We were deceived by his report that everything was adjusted. With what information I had, if I had the thing to do over again, I think I should do it."

A Serious Situation.

WEST STEUBENVILLE, Wis., July 22.—The situation here is growing alarming. A mob of strikers ordered a crowd of graders to quit work and they did so. Mayor McKee, accompanied by the militia, ordered the crowd to disperse, but they refused to do so, and he placed six of the leaders under arrest. The crowd then disbanded. Fifty men arrived from Minneapolis to-day and started to work on the Northern Pacific Road under military guard. More trouble is feared.

All is Quiet.

WEST STEUBENVILLE, Wis., July 22.—Since the arrest of six of the ring leaders of the mob here this morning everything has been quiet. The St. Paul Coal Company is unloading a schooner with twenty-four men imported from Minneapolis, who are guarded by a squad of thirty soldiers.

Carpenter's Strike.

KANSAS CITY, July 22.—Between six and eight hundred carpenters struck to-day for a nine hour working day instead of a ten and eleven hour day. No advance of wages was demanded. The strike was not ordered by any labor union, but the result of a conference held last Saturday between the union and non-union carpenters.

The Last Act.

NEW YORK, July 22.—To-day the goods and chattels of District Assembly John A. Williams were sold at auction. It was the last act in the drama of the disruption of the well known and once powerful Knights of Labor organization.

THE SINGLE HOUSE IDEA.

Agitated in the Dakota Constitutional Convention—The Matter in Committee.

BISMARCK, Dak., July 22.—A number of the delegates who went home expecting to remain until to-morrow, have returned, and the convention is again at the subject of the single house constitution. All who have read it admit that the convention would not make any serious mistake in adopting it in full, but it is not in harmony with some of the amendments and must therefore undergo amendment and demoralization, if not entirely brushed aside for a new made document. At this afternoon's session it was ordered that all standing amendments be referred to the committee on the subject of the convention to be held this week. This is done to force the convention to business. The event of the day was the consideration of the resolution providing for a single body of the Legislature.

The leading member of the one house idea was Stevens, of Ramsey, who delivered a carefully prepared speech, citing the fact that the Declaration of Independence and the Constitution of the States have all been framed by single bodies and the great cities with their large population are governed by single bodies. Parsons, of Morton, also spoke in favor of the plan, holding that this would be the solution of the great problems of incorporation and taxation. The upper body in nearly every State in the Union, and that one large representative body without the check of an upper branch would be a blessing to the people.

A THRILLING STORY.

How Twenty-five out of Twenty-seven People on Board

OF A BURNING STEAMSHIP

In Mid-Ocean Escaped—Capt. Wiley, of the *Lorenzo Baker*, Recites a Terrible Experience—A Providential Escape.

NEW BEDFORD, Mass., July 22.—Whaling schooner *Franklin* arrived here this morning with the crew of the steamer *Lorenzo D. Baker*, from Point Antonio for Boston with fruit. The steamer was burned at sea. Captain Wiley reports: "We left Port Antonio on the 10th of July with a cargo of bananas for Boston and six cabin passengers, Mrs. Elizabeth Sims, of Dundee, Scotland; Josiah Dillon, of Iowa; Lorenzo D. Baker, Jr., of Wellfleet, Mass.; Jeremiah O'Callaghan and Jeremiah C. O'Callaghan, of Boston, (uncle and nephew); Ernest B. Thynge, of Lynn; Lawrence Jensen and Peter Saxfield, sailors who were working their passage, and nineteen officers and crew. We had fair, smooth water up to the evening of July 15, the day of the disaster, when we were in latitude 38, north longitude 69. At this time a fresh gale from the southwest set in, causing the ship to roll some, but not severely. At midnight there was an alarm of fire. We went out on deck and saw the engine room on fire. I ordered the hose on but the engineer said he could not get at the pumps. Then I ordered the fire buckets and alarmed the passengers and ordered the boats to be swung out. By this time the flames had burst through the top of the engine room and the starboard boat was on fire. We swung out the port boat and lowered her to the rail. I ordered the passengers to be mustered, and the crew to be mustered. We had time to take the boat and spring into the stern, told the men to lower away, thinking as soon as the boat was aloft and detached from the tackle, to return on board and get out the life-boat. I ordered the boat to be lowered, but in lowering the boat, as it struck water it immediately capsized and threw us into the water. On coming to the surface I found the men holding the painter and let me go. I saw the disaster, so that the boat was near us. Helping the passengers to a safe hold on the keel, in a few minutes the mate and I rigged the boat and succeeded in getting our company to safety. We put away for the steamer and when about half way to it we fell in with the raft, which had eight persons on it. It floated with only one end above water, having been injured in launching. We took all from the raft into our boat. The raft was consumed with the fire, and we were a mile from the wreck when we again started for her. After floating some time we picked a sailor floating on the gangway stairs. From him we learned that he had gone in the small boat and the four sailors and two firemen were left on board the steamer, they having got out from the boats by the fire. One, a fireman, had been drowned in trying to reach the small boat. The distance between us and the ship was increasing, but still as the wind and sea would permit, we struggled to get to the wreck."

"The forenoon was rapidly passing away, when, to our joy, we saw a schooner bearing down the ship. We saw her lay by and take off some men and then came to us. We were soon safely on board the vessel, which proved to be the *Franklin*, Captain Rose, of New Bedford. The forenoon was rapidly passing away, when, to our joy, we saw a schooner bearing down the ship. We saw her lay by and take off some men and then came to us. We were soon safely on board the vessel, which proved to be the *Franklin*, Captain Rose, of New Bedford. The forenoon was rapidly passing away, when, to our joy, we saw a schooner bearing down the ship. We saw her lay by and take off some men and then came to us. We were soon safely on board the vessel, which proved to be the *Franklin*, Captain Rose, of New Bedford."

THE CHEROKEE STRIP.

THE CHEROKEE STRIP TO THE UNITED STATES IS LIKELY TO FAIL. The United States Commissioners, Wilson, Hartranft and Fairchild will reach Talequah on the 25th, and Chief Mays will doubtless call a special session of the Cherokee Legislature to consider the proposition and also the offer of the Live Stock Company which now holds the strip under a lease which they want extended for ten years. The Cherokee claim to hold a permanent patent for the strip, and any treaty which they get it done.

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CHICAGO WANTS IT.

Steps Taken to Have the '92 World's Fair at that City.

CHICAGO, July 22.—Chicago is beginning an earnest fight for the World's Fair in 1892. At a meeting of the City Council to-night Mayor Cregier presented the following communication:

TO THE HONORABLE CITY COUNCIL:
GENTLEMEN:—Chicago wants the "World's Fair" in 1892, and proposes to strive hard to get it. In no spirit of exaggeration we may reasonably claim that Chicago is the city of America above all others where the proposed fair can most appropriately be held. It is the city most truly typical of American life, ideas and enterprise. Its geographical situation and hotel facilities cannot be rivaled by any. There is besides an opportunity to select within the present city limits an admirable site. The commercial enterprise and the public spirit of its citizens and their boundless hospitality shown on every occasion, give assurance that no efforts and means will be wanting to ward the bringing about the establishment of the world's fair in Chicago and providing for it with examples of liberality. In view of the efforts being made to secure its location elsewhere, I suggest that the city council of Chicago initiate a formal organization for the purpose of uniting our citizens in the efforts necessary to bring this great undertaking to Chicago.
(Signed) DEWEY C. CROGER.

AFTER THE MONEY.

A Deputy Sheriff Makes a Demand on the Editor of the Chicago Times and is Refused.

CHICAGO, July 22.—The Commercial National Bank, through its attorney, went before Judge Grinnell this morning and secured a judgment for \$18,791 against James J. West & Co., which firm included Clinton A. Snowden, formerly managing editor of the *Times*.

As soon as the execution was obtained it was placed in the hands of Deputy Sheriff Graves with orders to proceed at once and make a demand on the ill-fated day express. She had black hair, was pretty well dressed and wore a lady's hunting case gold watch and chain with a charm in the shape of a bucket; also a gold ring with set. The staff taken out of the collar now is very offensive. In places it is so bad that the workmen can scarcely stand the stench. Judge Cummin says he is preparing his papers and expects to get ready for another trial as soon as he can possibly get it done.

THE WORK AT JOHNSTOWN—Still Finding Bodies.

JOHNSTOWN, Pa., July 22.—Judge Cummin and Treasurer Thompson arrived on time this morning and are busy at work. The board of inquiry are in order for the first ward, and during the forenoon the floor of the office gave way on account of the crowd, creating quite a panic, but no one was hurt.

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